

Aug. 8.

IMPORTANT DECISION**Given by Judge Dodge on Road Rules at Sea.****Refers to Right of Way with Both Crafts Running Free.**

Al Maine and Massachusetts marine point of great importance and necessarily of general interest in shipping circles has just been decided by Hon. Frederic Dodge of the United States district court for the district of Massachusetts in a collision case between two well-known vessels. The decision rendered by Judge Dodge involves the construction of paragraphs C and F of article 17 of the sailing rules which are as follows:

"C. When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

"E. A vessel which has the wind aft shall keep out of the way of the other vessel."

It is generally understood among seafaring men that it does not make any difference how free a vessel may be running, the vessel with the wind on the port side must necessarily give way, while the vessel with the wind on the starboard side is obliged to hold her course.

The opinion is all the more important because of Judge Dodge's great experience as an admiralty lawyer and the fact that he discusses the question from every possible point of view.

The controversy grew out of the collision between the five-masted sch. Gov. Ames, and the three-masted sch. Lejok, of Ellsworth, Me. The collision occurred at about 2 a. m. Thursday, March 22, 1906, about 23 miles south-southwest from Fire Island. The Lejok was loaded with lumber and on a voyage from Brunswick, Ga., to New York, while the Ames was coal laden from Newport News to Boston. The Ames had the wind on her starboard quarter within three points from directly aft, and she was running under all sail at a speed of 10 knots or more.

The Lejok was heading about northwest, and had the wind at most two points abaft the beam, and was proceeding under a double reef spanker, single reef mainsail, double reef foresail, forestaysail and jib, making about five knots speed.

Each vessel claims the other was at fault for not holding her course.

Upon the part of the Gov. Ames it was contended that as she had the wind within three points of directly aft, she was a vessel with the wind "aft," under paragraph E of article 17, and it therefore was her duty to keep out of the way of the other vessel, and she seasonably adopted measures to do so.

On the part of the Lejok it was claimed that the vessels came under paragraph e, and were both running free with the wind on different sides; and as she had the wind on the port side, it was the duty to keep out of the way of the Ames, and that she seasonably adopted measures to do so, and would have been successful had the Gov. Ames held her course. It was also contended that a vessel has the wind aft within the meaning of article 17 E only when she has it directly parallel with her course so as to be sailing "winged out" or "wing and wing."

Judge Dodge sustains the contention upon the part of the Ames, and holds that as the latter was a vessel having the wind at an angle of less than 45 with her keel, she was the giving way vessel.

Notwithstanding that the present rules were adopted in this country in 1885, and had been in force in England since 1880, there has not before been a decision covering this precise question.

Judge Dodge says, "I am on the whole of opinion, both upon the authorities and as a matter of reasonable and practical interpretation, that a vessel sailing as the Ames was sailing has the 'wind aft' within the meaning of the article in question. The manifest purpose of its provisions is to put the burden of maneuvering upon the vessel having the greater capacity to maneuver without disadvantage to herself, in all cases where one has a marked superiority in that respect over the other. A vessel with the wind on her quarter unquestionably has such a superiority over a vessel with the wind nearly abeam.

I therefore hold that the Ames was not in fault for maneuvering to avoid the Lejok, that on the contrary she was bound to do so, and that the Lejok was bound to hold her course. It being undisputed that the Lejok changed her course, the burden is upon her to excuse her failure to hold it, or to show that the change did not contribute to the collision."

Aug. 8.

The damages sustained by the Lejok were about \$17,000, while the damages sustained by the Ames were about \$3500.

The court ordered the libel on behalf of the Lejok dismissed, while an interlocutory decree was ordered on the libel in behalf of the Ames.

Aug. 8.

STILL HAVE HOPES.**Captains Believe Good Mackerel Hauls Will Yet Be Made.****About One Third of the Fleet Now Harboring Here.**

Although the seining skippers admit that the outlook is pretty blue at present, the most of them still have good courage and are predicting that there will be good doings before the end of this month and also in September. So confident do they feel that several wagers have already been made that some \$100 shares will be made before the season closes. The captains believe that the mackerel schools will yet show on Georges or in the Bay of Fundy or on the Maine coast.

Eighty barrels of mackerel were taken in the traps at Liverpool, N. S., on Wednesday. A few were also taken at Lunenburg.

Sch. Mary E. Harty, Capt. Reuben Cameron, will now fit for a weakfishing trip to the southward. Capt. Cameron, while out that way, will also have a look for the missing schools of medium mackerel.

On the Yarmouth, N. S., steamer at Boston yesterday, were 167 barrels of fresh mackerel.

Capt. Thomas Downey of sch. Fannie E. Prescott reports schools of bonitas in Boston bay. This does not look good for mackerel.

The fare of sch. Lizzie M. Stanley sold to Sylvanus Smith & Co. for a lump sum.

The fare of sch. Lottie G. Merchant sold to Wm. H. Jcrdan & Co.

Schs. Tartar and Natalie J. Nelson will now give up mackerel seining and fit for shacking.

A telegram from Liverpool, N. S., reports the nets and traps taking mackerel, but no fish schooling off shore.

Imports of fresh mackerel to date are 5882 barrels against 5015 barrels last year at this time.

The catch of fresh mackerel to date is 45,055 barrels against 45,770 barrels at this time last year.

Imports of salt mackerel at Boston to date are 10,099 barrels against 3503 barrels at this time last year.

The catch of salt mackerel to date is about 16,000 barrels against 21,604 barrels at this time last year.

Six more of the seining fleet are home today with practically no fish, schs. Tartar, Annie Greenlaw, Natalie J. Nelson, Mary E. Harty, Hattie A. Heckman and steamer Bessie Dugan, making practically one-third of the whole mackerel fleet now in port here.

Aug. 8.

THE BEAM TRAWLERS.**Just See What One Caught in Twenty-Five Days.**

The French steam trawler Wagram arrived at North Sydney on Saturday from the fishing grounds to procure salt and other supplies. The steamer has been out twenty-five days and has made an average catch of 100 quintals a day, having on board two thousand five hundred quintals of codfish. Fish are reported to be very plentiful and of large size.

With a catch like this in that short time, is it any wonder the dory handliners are complaining of the work of these steam trawlers?

Aug. 8.

Sturgeon Jumped in Launch.

As John Rogers and Harold Sanborn of Byfield were in a motor boat in Parker river and moving up river a sturgeon jumped, as is their custom, and made a mistake, for instead of coming down into the water he landed in the boat where he remained. He weighed about 50 pounds.

Aug. 8.

ALIVE WITH BONITAS.**Large Quantities Reported in Boston Bay by Incoming Fishermen.**

The steamer Bessie Dugan arrived at this port last evening with 250 barrels of bluebacks, and sch. Mary Emerson came in with 40 barrels, taken in Boston Bay. Both captains report that Boston Bay is alive with bonitas.

Aug. 8.

Large Herring on Maine Coast.

Large herring are reported to have struck in on the Maine coast, at Southwest Harbor and Boothbay Harbor.

Aug. 8.

DAILY TIMES FISH BUREAU.**Today's Arrivals and Receipts.**

Sch. Mary Emerson, shore, 40 bbls. bluebacks.

Sch. Annie Greenlaw, seining.

Sch. Hattie A. Heckman, seining.

Sch. Natalie J. Nelson, seining, 5 bbls. salt mackerel.

Sch. Mary E. Harty, seining, 1 bbl. salt mackerel.

Sch. Tartar, seining.

Steamer Bessie Dugan, seining, 250 bbls. mackerel.

Sch. Olivia Sears, shore.

Sch. Dauntless, Rips, 31 bbls. salt mackerel.

Sch. Gladys & Sabra, via Boston, 17,000 lbs. fresh fish.

Vessels Sailed.

Sch. Sheffeyld, Rips.

Schs. Annie Perry, Arbitrator, Clara G. Silva, Benj. A. Smith and Thomas S. Gorton, shacking.

Sch. Carrie C., Georges.

Sch. Pinta, seining.

Sch. Hazel R. Hines, salt banking.

Sch. Tartar, Boston.

Today's Fish Market.

Round pollock, 75 cts. per cwt.; gutted 80 cents.

Salt bank cod, large \$3.75, mediums, \$3.10

Salt Rips, cod, large, \$4.25, mediums, \$3.25; snapper \$2.

Salt Georges cod, large \$4.25, mediums, \$3.25.

Salt bank dory headline cod, \$3.87 1-2 per cwt. for large and \$3.25 for mediums.

Grand Bank fresh cod, \$2.00 per cwt. for large, \$1.60 for mediums.

Bank halibut 6 cts. per lb. for white and 4 cts. for gray.

Salt pollock, \$1.50; salt haddock, \$1.50.

Fresh mackerel, 24 1-2 cts. each for large and 15 cents for mediums.

Salt mackerel, \$9.75 to \$21 per bbl., according to quality.

Eastern salt shack trip cod, \$3.80 per cwt. for large and \$3.15 for markets.

Splitting prices for fresh fish, Western cod, large, \$2.30; mediums, \$1.75; Eastern cod, large, \$2; medium, \$1.60; cusk, \$1.65; haddock, \$1.00; hake, 85 cts.; pollock, to 80 cts.

Boston.

Sch. Bnema, 4000 haddock, 28,000 cod, 2000 pollock.

Steamer Elthier, 100 bbls. bluebacks.

Steamer Mystery, 75 bbls. bluebacks.

Haddock, \$2.50 per cwt.; large cod, \$2.50; market cod, \$2.

Fishing Fleet Movements.

Schs. Albert D. Willard with 23 swordfish and Ella M. Doughty, with 16 swordfish, were at Portland yesterday.

Sch. Smuggler was at Canso, N. S., on Thursday.

Schs. Natalie J. Nelson and Annie Greenlaw are on Burnham's railways.

Schs. Raymah and Gladys and Sabra are on Parkhurst's railways.

Aug. 10.

Cape Shore Traps Getting Mackerel

At Lunenburg, N. S., on Thursday three traps took 2500 mackerel. There were also fair catches at Liverpool. Mackerel are scarce at the Magdalene Islands.

Aug. 10.

Aug. 10.

NINE LIVES ARE LOST IN CRASH AT SEA.

Capt. Alexander McEachren and Eight of Crew Went Down.

WHEN GERMAN WARSHIP FREYA STRUCK SCH. MAGGIE AND MAY.

Disaster Happened in Fog Saturday Night and All Gloucester Mourns Today.

The saddest news that has come to this city for a long time flashed over the wires late last evening telling of the loss of Capt. Alexander McEachern of this city, and eight of his crew, by the sinking of sch. Maggie and May of this port, on Le Have bank, Saturday night, by the German schoolship Freya.

The news of the disaster did not become generally known until this morning, and then it spread like wildfire and soon the dread disaster was on everybody's lips. It came as a shock to all, and everywhere that men gathered, vessel owners and fish dealers at the Board of Trade and skippers and fishermen on the "corner," received the news with evidences of greatest sorrow and regret and spoke of it in hushed tones.

At first it seemed hard to credit the news but unfortunately it was only too true. The blow, for blow it was to all, is a severe one and even yet seems hard to realize, for only last Wednesday Capt. McEachern and his men were here among us, making their final preparations for the fall salt bank trip. Now, only three days out from port, the blow comes suddenly out of the fog, a great steel prow crashes through sch. Maggie and May, and in a twinkling one of Gloucester's most respected master mariners and eight of his crew are dashed without warning into eternity, and only four snatched from the jaws of death are left to relate the detail of the latest awful chapter to be added to Gloucester's sad and tear-stained history of those who go down to the sea to earn a livelihood for themselves and theirs.

It all seems so terrible, this sudden taking off of good and brave men, that its full realization cannot at first be fully felt.

A respected master mariner and citizen, with eight of his crew, are suddenly taken from us, and all Gloucester mourns, while at Eel Brook, Yarmouth, Lunenburg and Codroy there is sad sorrow in many homes bereft of their bread winners and loved ones by the same disaster.

A press despatch from Halifax says that

sch. Maggie and May was under sail creeping along when out of the mist the lookout on the warship sighted the vessel's lights looming up. The warship was going about eight knots at the time, and the course of the ship was altered as quickly as possible, but a collision could not be averted.

With a fearful crash the big steel prow of the Freya crashed into the side of the fishing vessel, cutting the latter almost in two.

A wild scene followed as the schooner opened up and the intruding waters soon sent her to her doom.

Human beings, cut and bleeding, scrambled from their bunks, only to drop into the sea and be carried down with their craft. It is believed that many of the fishermen were killed in their bunks, as few were seen struggling in the waters after the collision.

As the warship backed off from the sinking craft, the ship's boats were launched and life lines were thrown to those men who were in the water.

There was a heavy sea running, and the work of rescue was attended with the greatest difficulty.

The majority of the schooner's crew were in their bunks and they did not have the slightest chance for their lives. Several of them did reach the deck, but before they could make any point of safety the schooner careened over, the mast fell, and many of them were carried under the big sails and there met their death. These men never afterward came to the surface.

The German sailors worked heroically in trying to rescue the men on the ill-fated craft.

The warship cruised around for several hours and boats also searched the waters with the hope of rescuing some of the crew, whom it was thought might be clinging to some of the floating wreckage, but none was found. The Freya remained in the vicinity of the collision until early Sunday morning when another search was made, but no bodies were found.

The warship was from Madeira for Halifax and the first known at the latter port of the disaster was when she steamed into the harbor last evening and anchored in the stream. As soon as she arrived the German consul was informed of the disaster and he notified United States Consul General Wilbur. The four survivors are still aboard the German ship. They will be landed this morning.

The Freya was badly scraped forward, but not damaged. The schooner was struck between 15 and 20 feet from the bow and the impact was so great that it was felt all over the warship.

The Freya will remain at Halifax until August 20.

A marine inquiry on the disaster will be ordered.

The boats of the Freya picked up three of the survivors, while the other clung to a line thrown to him and was hauled on board. The searchlights of the Freya were in use all the time.

This morning, Messrs. Davis Bros., who owned the vessel with Capt. McEachern, received the following official telegram, telling of the disaster, from the American Consul General at Halifax:

"Maggie and May run down and sunk in fog by German training ship Freya, on Le Have bank, Saturday night. Captain and eight of the crew lost. Rescued landed here, Leo Farn, Sylvian White, John Muise, William Muise."

At noon today, Mr. Fred L. Davis received the following telegram:

Davis Bros., Gloucester, Mass.
Thirteen total number of crew. Vessel was bound for Arichat to ship five more. The captain and eight men lost.

American Consul General.

The list of the lost men is as follows:
Capt. Alexander McEachern of this city, resided at 35 Mt. Vernon street, leaves a widow and three children.

Alister Wentzell, steward, 36 years of age, native of Lunenburg, N. S.

Walter Flander, 24 years of age, single, native of Codroy, N. F.

Edward P. English, 35 years of age, single, native of Conception Bay, N. F.

Reuben Porter, 45 years of age, native of Eel Brook, N. S., where he leaves a widow and family.

Dillon Porter, 20 years of age, son of Reuben Porter.
Alfred Muise, 36 years of age, native of Eel Brook, N. S.
Augustus Loegold, 26 years of age, single, native of Cape Breton.
Thomas R. Muise, 48 years of age, native of Eel Brook, N. S.

The four men who were saved were as follows:

Robert Years, 28 years of age, native of Belloram, N. F.

John Muise, 32 years of age, native of Nova Scotia.

Sylvia White, 32 years of age, native of Yarmouth, N. S.

William Muise, 31 years of age, native of Eel Brook, N. S.

The record of the shipping appears at the office of United States Shipping Commission Roderick McDonald shows that 14 men shipped here on the vessel. On the paper the names of Harry Balim, 20 years of age and a native of Arichat, N. S., and William Martin, 30 years, a native of Liverpool, N. S., appear, but these names do not appear in the list of either the lost or saved, and at the firm it is stated that neither of them went in the vessel, both changing their minds after shipping.

This morning Rev. A. A. McDonald and Mr. Fred L. Davis went to the captain's home, to break the sad news to the family. They found that Mrs. McEachern and daughter Margaret had taken the 7.13 train for Boston, all unconscious of the disaster, leaving May, the other daughter at home. To her the sad news was broken as gently as possible. Donald, the only son, who works at Newton's drug store, early learned of the catastrophe and also hurried home mournfully to break the news and try and comfort his sister.

Miss Margaret McEachern purchased a paper of the newsboy as the train was nearing Beverly Farms and her eye immediately fell upon the report of the disaster. She carefully concealed the paper from her mother, however, saying that she felt ill and thought that they had better leave the train at the next station and return home, which was done. Her mother suspected that there was something beneath the surface which changed the plans of her daughter, but she kept in ignorance of the awful catastrophe until her home was reached.

To the afflicted family, as also to the bereaved ones of the lost men of the crew, the great sympathy of the entire community goes out.

All along the harbor front this morning the flags of most of the vessels in port are displayed at half mast in respect to the memory of Capt. McEachern and the men who were lost with him in the dreadful accident.

Aug. 10.

New Digby, N. S. Schooner.

Sch. Albert J. Lutz, the fifth new vessel to be completed this season by Joseph McGill, at Shelburne, N. S., was successfully launched Thursday. She was built for a syndicate of Digby parties, and is intended for fresh fishing.

Sch. Albert J. Lutz is a splendid specimen of the most modern fishing vessel. She is of the "semi-knockabout" design her lines being by McManus, the famous Boston designer, and were made specially for this schooner. She is 102 ft. 6 in. long over all; 23 ft. breadth of beam, 10 ft. 4 in. depth of hold; 13 ft. 6 in. draught of water and registers about 90 tons.

Nothing has been spared in material, workmanship or outfit, to make her the finest fishing vessel in Canada, being fitted with every latest improvement. She will be commanded by Capt. John D. Apt, who is also part owner. She is being rigged and fitted for fishing.

Aug. 10.

DAILY TIMES FISH BUREAU.**Today's Arrivals and Receipts.**

Sch. Aloha, seining.
 Sch. Juno, seining.
 Sch. Corona, seining.
 Sch. Ralph L. Hall, seining.
 Sch. Francis J. O'Hara, Jr., seining.
 Sch. Rob Roy, seining.
 Sch. Monarch, seining.
 Sch. Arabia, seining.
 Sch. Harmony, seining.
 Sch. Miranda, seining.
 Sch. Little Fannie, shore, 160 bbls. bluebacks.
 Str. Bessie A., shore, 140 bbls. bluebacks.
 Str. Marchant, shore, 50 bbls. bluebacks.
 Str. Water Witch, shore, 170 bbls. bluebacks.
 Sch. James W. Parker, La Have Bank, 180,000 lbs. fresh fish, 5000 lbs. halibut.
 One torcher, shore, 35 bbls. fresh herring.

Today's Fish Market.

Round pollock, 75 cts. per cwt.; gutted 80 cents.
 Salt bank cod, large \$3.75, mediums, \$3.10
 Salt Rips, cod, large, \$4.25, mediums, \$3.25; snapper \$2.
 Salt Georges cod, large \$4.25, mediums, \$3.25.
 Salt bank dory handline cod, \$3.87 1-2 per cwt. for large and \$3.25 for mediums.
 Grand Bank fresh cod, \$2.00 per cwt. for large, \$1.60 for mediums.
 Bank halibut 6 cts. per lb. for white and 4 cts. for gray.
 Salt pollock, \$1.50; salt haddock, \$1.50.
 Fresh mackerel, 24 1-2 cts. each for large and 15 cents for mediums.
 Salt mackerel, \$4.75 to \$21 per bbl., according to quality.
 Eastern salt shack trip cod, \$3.80 per cwt. for large and \$3.15 for markets.
 Splitting prices for fresh fish, Western cod, large, \$2.30; mediums, \$1.75; Eastern cod, large, \$2; medium, \$1.60; cusk, \$1.65; haddock, \$1.00; hake, 85 cts.; pollock, to 80 cts.

Boston.

Sch. Catherine Burke, 85,000 haddock, 25,000 cod, 5000 hake.
 Sch. Gov. Russell, 2000 haddock, 35,000 cod, 10,000 pollock.
 Sch. Mabel E. Bryson, 46 swordfish.
 Sch. Yankee, 56 swordfish.
 Sch. Fitz A. Oakes, 2000 cod, 3000 pollock.
 Sch. Reliance, 500 haddock, 500 cusk.
 Sch. Wodan, 450 cod, 450 pollock.
 Sch. Aleina, 2000 haddock, 17,000 cod.
 Sch. Hortense, 20,000 haddock, 20,000 cod, 5000 pollock.
 Sch. Joseph H. Cromwell, 30,000 cod.
 Sch. Dixie, 3000 cod, 2000 pollock, 800 halibut.
 Sch. Kondike, 5 swordfish.
 Sch. Hattie F. Knowlton, 3000 haddock, 1000 cod, 1000 hake.
 Sch. Matakeesett, 20,000 haddock, 10,000 cod, 400 pollock.
 Haddock, \$3 to \$4.50 per cwt.; large cod, \$3 to \$3.50; market cod, \$2 to \$2.50; hake, \$1.50; pollock, \$2; fresh mackerel, 17 cts. each; swordfish, 12 cts. per lb.

Fishing Fleet Movements.

Sch. Matchless, was at Canso, N. S., Friday.
 Sch. Arcadia, with 22,000 pounds of salt cod, was at Louisburg, C. B., on Thursday, and cleared for this port.
 Sch. T. M. Nicholson of Bucksport was at Louisburg, C. B., on Thursday.
 Sch. Aloha, Capt. John McInnis, will now fit for salt bank dory handlining.

Aug. 11.

HAD NO CHANCE.**Sch. Maggie and May Struck Before She Could Swing Clear.****Survivors Believe Lost Men Were Drawn Down by the Suction.**

A press despatch from Halifax says that the survivors of sch. Maggie and May disaster give the following report of the accident which cost the lives of Capt. Alexander McEachern and eight of his crew:

"On Saturday night about 11 o'clock, the watch on the fisherman heard a steamer's whistle in the fog, but the direction from which the sound came could not be determined. Shortly afterwards a mast head and a port light showed up suddenly out of the fog, and a instant later the stem of the Freya struck the schooner near the fore-rigging and stove in her side with a crash.

"All hands on board the schooner had been summoned on deck, but had not time to launch a boat. Capt. Alex. McEachern, master of the schooner, shouted to his helmsman, when the lights of the schoolship were seen, to starboard his helm, but the vessel had been struck before she could swing clear. The vessel sank almost immediately.

"Years, one of the survivors, stood on deck beside Capt. McEachern, and both went down with the vessel. Years, who is a good swimmer, thinks he must have been under water nearly two minutes before he managed to get clear of the suction caused by the plunge of the schooner. When he rose to the surface he grasped a piece of wreckage, and was hauled on board the schoolship with a lifeline.

"Following the collision the officers and crew of the Freya, aided by the four survivors of the fisherman, spent hours in searching the vicinity of the wreck with the aid of the ship's searchlight for more survivors. Though they found plenty of floating wreckage, there was no sign of life. The survivors believe that the other nine members of the fisherman's crew were drawn down by the suction and thus drowned."

The four survivors will be forwarded to this city as soon as possible.

Aug. 11.

MACKEREL NEWS.**Large Fish Now Reported To Be Schooling on Jeffries.****Hardheads Reported at Block Island and Fish in Aspey Bay.**

Several more of the seining fleet have arrived since last report among them schs. Lena and Maud, Norma, Romance, Cynthia, Conqueror and Helen G. Wells. Some of these will now shift over for haddocking.

The boat Torpedo, engaged in shore hand lining, arrived at this port yestredy afternoon and reported large mackerel schooling on the western part of Jeffries. The captain of the Torpedo is sure that what he saw were mackerel and not bonitas or albicore. The fish were in large schools.

"Hardhead" mackerel are reported quite plenty out around Black Island.

Nothing of importance has been heard from North Bay recently, although letters have been received telling of medium mackerel schooling in Aspey Bay.

There are reports of small mackerel far to the southward, and it is understood that some of the seiners will now take a good cruise out that way and have a thorough look.

Aug. 11.

Big Trip.

Sch. Mary E. Cooney, Capt. Frank Cooney, arrived at Boston this morning with another big fare 100,000 pounds of fresh fish, which will add greatly to her already big summer's work.

Aug. 11.

DAILY TIMES FISH BUREAU.**Today's Arrivals and Receipts.**

Sch. Hortense, via Boston, 50,000 lbs. fresh fish.
 Sch. Romance, seining.
 Sch. Helen G. Wells, seining.
 Sch. Cynthia, seining.
 Sch. Charles A. Dyer, shore, 140 bbls. bluebacks.
 Sch. Reliance, shore, 125 bbls. bluebacks.
 Sch. Conqueror, seining.
 Str. Bessie Dugan, shore, bluebacks.
 Str. Joppaite, shore, bluebacks.
 Str. Herbert and Emma, shore, bluebacks.
 Str. Elthier, shore, bluebacks.
 Sloop Nautilus, shore, 380 fresh medium mackerel.
 Sch. Effie M. Prior, seining.
 Sch. Olympia, Rips, 52,000 lbs. salt cod.
 Sch. Monitor, halibuting.

Vessels Sailed.

Sch. Eglantine, shacking.
 Sch. Mabel D. Hines, salt banking.
 Sch. Mertis H. Perry, shore.
 Schs. A. M. Nicholson and Speculator, seining.

Today's Fish Market.

Round pollock, 75 cts. per cwt.; gutted 80 cents.
 Salt bank cod, large \$3.75, mediums, \$3.10
 Salt Rips, cod, large, \$4.25, mediums, \$3.25; snapper \$2.
 Salt Georges cod, large \$4.25, mediums, \$3.25.
 Salt bank dory handline cod, \$3.87 1-2 per cwt. for large and \$3.25 for mediums.
 Grand Bank fresh cod, \$2.00 per cwt. for large, \$1.60 for mediums.
 Bank halibut 6 cts. per lb. for white and 4 cts. for gray.
 Salt pollock, \$1.50; salt haddock, \$1.50.
 Fresh mackerel, 24 1-2 cts. each for large and 15 cents for mediums.
 Salt mackerel, \$4.75 to \$21 per bbl., according to quality.
 Eastern salt shack trip cod, \$3.80 per cwt. for large and \$3.15 for markets.
 Splitting prices for fresh fish, Western cod, large, \$2.30; mediums, \$1.75; Eastern cod, large, \$2; medium, \$1.60; cusk, \$1.65; haddock, \$1.00; hake, 85 cts.; pollock, to 80 cts.

Boston.

Sch. Winnitred, 25,000 haddock, 10,000 5,000 hake.
 Sch. Athena, 10,000 haddock, 25,000 cod, 4000 pollock.
 Sch. Maragret Dillon, 20,000 haddock, 15,000 cod, 300 pollock.
 Sch. Henrietta G. Martin, 32,000 haddock, 8000 cod, 6000 pollock.
 Sch. Harvester, 2000 haddock, 12,000 cod, 12,000 pollock.
 Steamer Spray, 35,000 haddock, 2500 cod, 3000 hake.
 Sch. William A. Morse, 5000 haddock, 30,000 cod, 15,000 pollock.
 Sch. Seacomet, 17,000 haddock, 1500 cod, 10,000 hake.
 Sch. Jessie Costa, 17,000 haddock, 8000 cod, 6000 pollock.
 Sch. Bessie, 200 haddock, 300 cod, 700 hake.
 Sch. Mary E. Cooney, 30,000 haddock, 70,000 cod.
 Sch. Ignatius Enos, 4000 cod, 500 pollock.
 Sch. George E. Lane, Jr., 2000 haddock, 23,000 cod, 2000 pollock.
 Sch. Mary J. Ward, 3000 pollock.
 Sch. Laura Enos, 3000 pollock.
 Sch. Olive F. Hutchins, 15,000 haddock, 15,000 cod, 8000 hake.
 Sch. Victor and Ethan, 7000 haddock, 4000 cod, 13,000 hake.
 Sch. Louise R. Sylvia, 8000 haddock, 28,000 cod, 12,000 pollock.
 Haddock, \$3.50 to \$3.75 per cwt.; large cod, \$3; market cod, \$2; hake, \$1 to \$2.50; pollock, \$1.50.

Fishing Fleet Movements.

Sch. Yakima was at Liverpool, N. S., on Saturday.
 Sch. Teazer was at Shelburne, N. S., the same day.
 Sch. Arcadia, reported in this column yesterday with 22,000 pounds of salt cod, should have read 220,000 pounds of salt cod.
 Sch. Lizzie M. Stanley and yacht Marietta are on the Rocky Neck railways.